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JBJECT	Aircraft Plant at Kunovice	2	NO. OF PAGES 3	
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25X1



Sanitized Copy Approved for Release 2010/06/14: CIA-RDP80T00246A037200320001-3 · SECRET 25X1 OFFICIALS ONLY ASSIFICATION COUNTRY Czechoslovakia REPORT DATE OF REPORT 3 August 1957 SUBJECT Aircraft Plant in Kunowitz (Kunowice) PLACE ACQUIRED 25X1 LAST REPORT ON SUBJECT (If applicable) ANNEXES 4-blueprints with 25X1 legends on ditte The following information on an aircraft plant in Kunowitz (Kunowice) was obtained 25X1 The aircraft plant, which had no name plate at the entrance, was called It was a state owned plant (norodni podnik). 25X1 The plant had an old section, referred to as Altes Werk (A), called Stary zavod and located directly at the southwestern edge of Kuncwitz. 25X1 just west of the single-track railroad line running from Ungar Hradisch to the southwest. The new section, referred to as Neues Werk (B), was located about 1,5 km west of Altes Werk. Between the two sections was the factory airfield (C). In 1954, the new section had been completed and started with the manufacture of aircraft. The plant had no electric power station but was connected to the electric circuit in Kunowitz. It was presumably supplied with water also from Kunowitz. There was no direct railroad connection with spur tracks in the old section, but a single-track line extended just east of this section leading to Ungar Hradisch, A railroad stop for passenger trains was next to the entrance, but no loading ramp with freight sheds was available. An approach road from Kunowitz ran to the entrance of the old section and inside that section to hangar 2 with a branch road to the southern side of this hangar. Another approach road, the course of which could not be definitely identified extended to the new section from the western edge of Kunowitz. 1 2. The following two aircraft types were manufactured in the plant: Yak-15, licensed construction of a Soviet military aircraft Czech touring plane 25X1 The main production was done in Section B, while the completed aircraft 25X1 were tested and individual parts like rudders were manufactured in Section A. An assumed total of 50 Yak-15s were manufactured per month since the factory had to make test flights with so many aircraft of this pilot 25X1 type each month. The monthly production of SUPER AEROs could not be determined.

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3。	Abo Ama Jassamassan Wal- 150	
٥,	aircraft, a licensed construction of a Soviet type, were manufactured	,
	for the Csechoslovakian Air Force. The test pilot and one mechanic, employed	25 X 1
	by the Caech Air Force, were the only persons who were allowed to work on	
	these aircraft. The Yak-15, a low-wing monoplane with a 7-cylinder radial	
	engine, a two-seater cabin with cabin roof, was not yet fitted with an antenna	
	since the radio installation presumably was not yet installed.	
	the mechanic carried a portable radio set into the aircraft before a	· <u></u>
	trial flight was made. The fuselage with a round cross-section was comparatively	25 X 1
	short with a length of about 6 meters. Its shape could be compared to that	
	of the German FW-190, although the latter seemed to be somewhat more slender.	. *
	The wings, with a wing span of about 10 meters, had straight leading edges	
	and tapering trailing edges. The aircraft apparently had a single rudder	
	assembly. The landing gear, fitted approximately in the middle of the wings.	
	was entirely retractable to the middle. It was unknown whether or not the	
	tail wheel was retractable.	25X1
	equipped with one gun and two machine guns since it was to be used as fighter.	20/1
	The maximum flying time was two hours.	
4.		25X1
	4-seater touring plane, a low-wing monoplane with 2 WATER-Minor 4/3	•
	engines, each of 105 hp, with variable-pitch propeller, landing gear	
	retractable into the engine nacelle, with a cruising speed of 250 km/h.	
5.	20 mar CHIEF AFFOR and Value 150 man marked in Harman 2	_ 25X1
2.	20 new SUPER AEROs and Yak-15s were parked in Hangar 2 of Section A. This number was increased by 5 Yak-15s from Section B	, 20/(1
	the 5 aircraft were towed by tractor from Section B to	
	Section A across the airfield.	25 X 1
	were daily test flown, one from 0900 to 1200 and the other from 1330 to	25 X 1
	1600. During that period, no aircraft left Hangar 2. No trial flights were	
	nade with the because of continuous fog during that period;	25X1
	moreover, the aircraft had no radio installation for blind flying.	20/(1
6.	The total work force was estimated at 300 including at least 50 percent	
O.	women. The personnel in Hangar 2 included 1 janitor with the name of	
	Neiser (fnu), I female clerk, and 10 mechanics. The unidentified number	
	of factory pilots for the aircraft was subordinated to the	25 X 1
	chief of Section B. The factory pilot for Yak-15s and one mechanic were	23/1
	subordinated to the Czech Air Force. Po Soviets or other foreigners had	
	ever been seen in Section A. Work in section A was done in one shift from	•
	0600 to 1500; the mechanics received 7 kcs per hour.	
7.	Section A was guarded by about 20 men of the factory militia who were blue	
• •	coveralls and dark blue ski caps or berets. The men were unarmed in the	
	factory area. Two men of the militia who were armed with pistols were in	
	the guardhouse at the entrance to Section A, where they opened and closed	
	the entrance gate for vehicles and checked the light red passes of the	
	workers. Militia also patrolled through the hangars. A double sentry armed	
4.	with pistols continuously patrolled the area around the place No AA gun	
	emplacements, camouflage installations, and air raid precautionary measures	
. 1.	were noticed. No information could be obtained on security measures in the	
	new section of the plant.	
•	Annual Par Break and a second	
ı.	Comment. For location sketch of aircraft plant, see Annex l.	25 X 1
	For layout sketch of old Section (A) and factory sirfield, see Annex 2.	
	a Lagour states of Carper C. see Thuex 3.	
2.	Comment. For sketches of alleged Yak-15, see Annex 4. It is believed	25¥1
~•	that this aircraft was not a Yak-15 but a Yak-11,	25X1

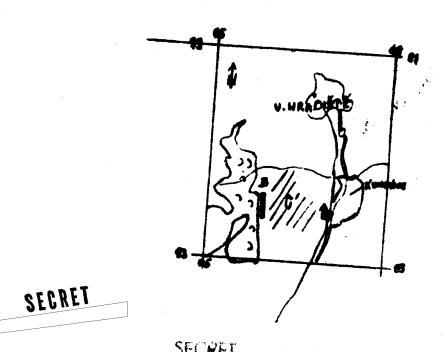
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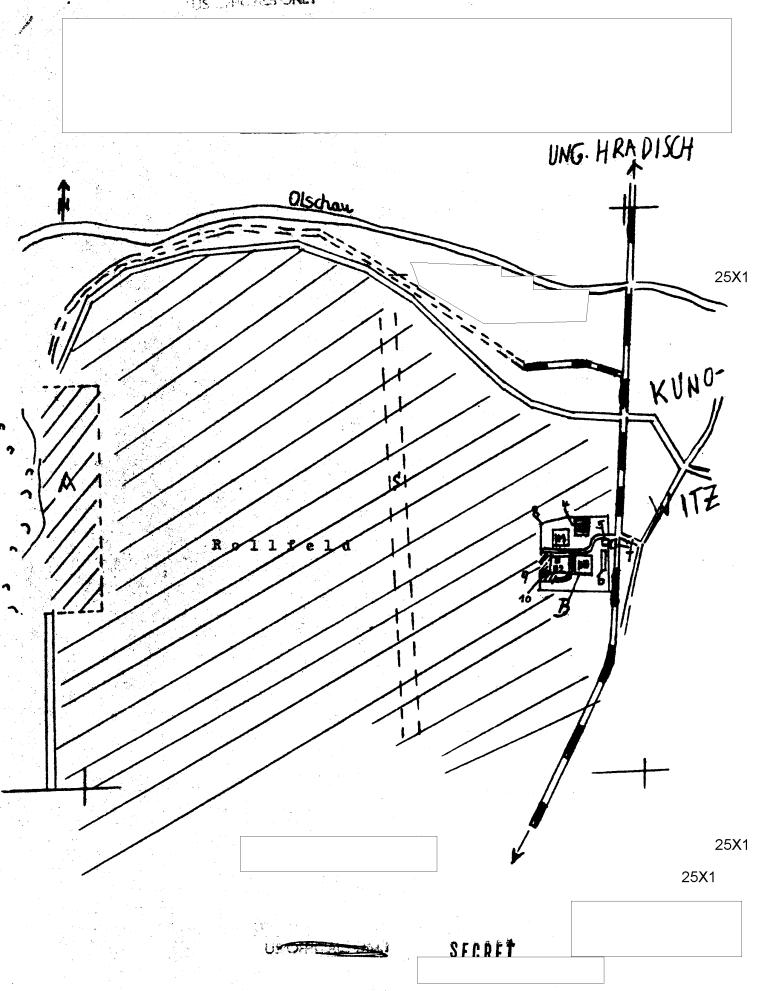


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Legende:		
Legende:	Old Section	n (Mein Plant)

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Malage 4 sui

Alleged Yak, Presumably Yak-11, Mrnufactured in Kunowitz (Kunowice)

Aircreft Plant

DINE MASS STAB

PROMAINS

DINE MASS STAB

25X1

25X1

25**X**1

25X1

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